





SUSQUEHANNA CANAL REPORT - BALTIMORE, 1827

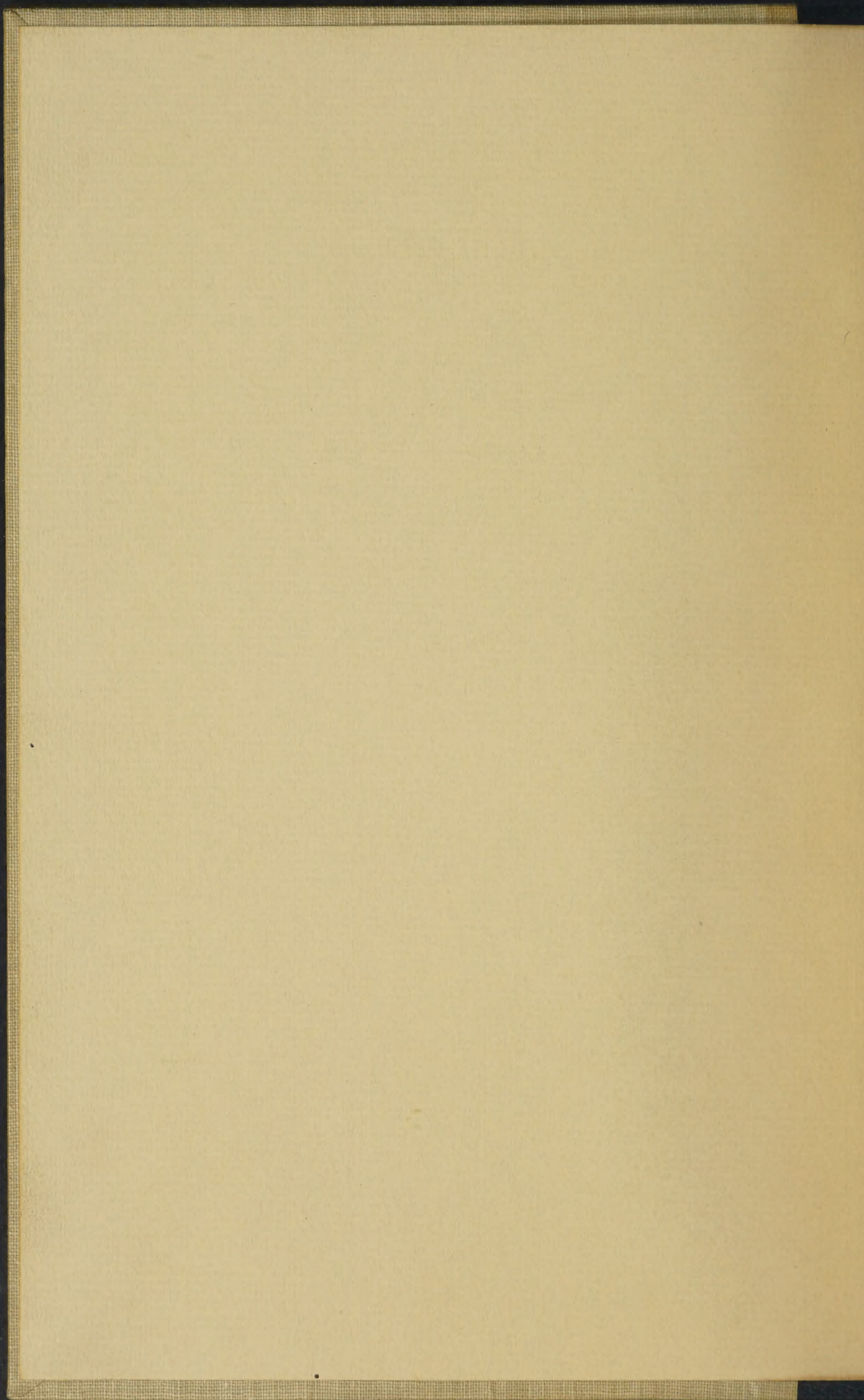




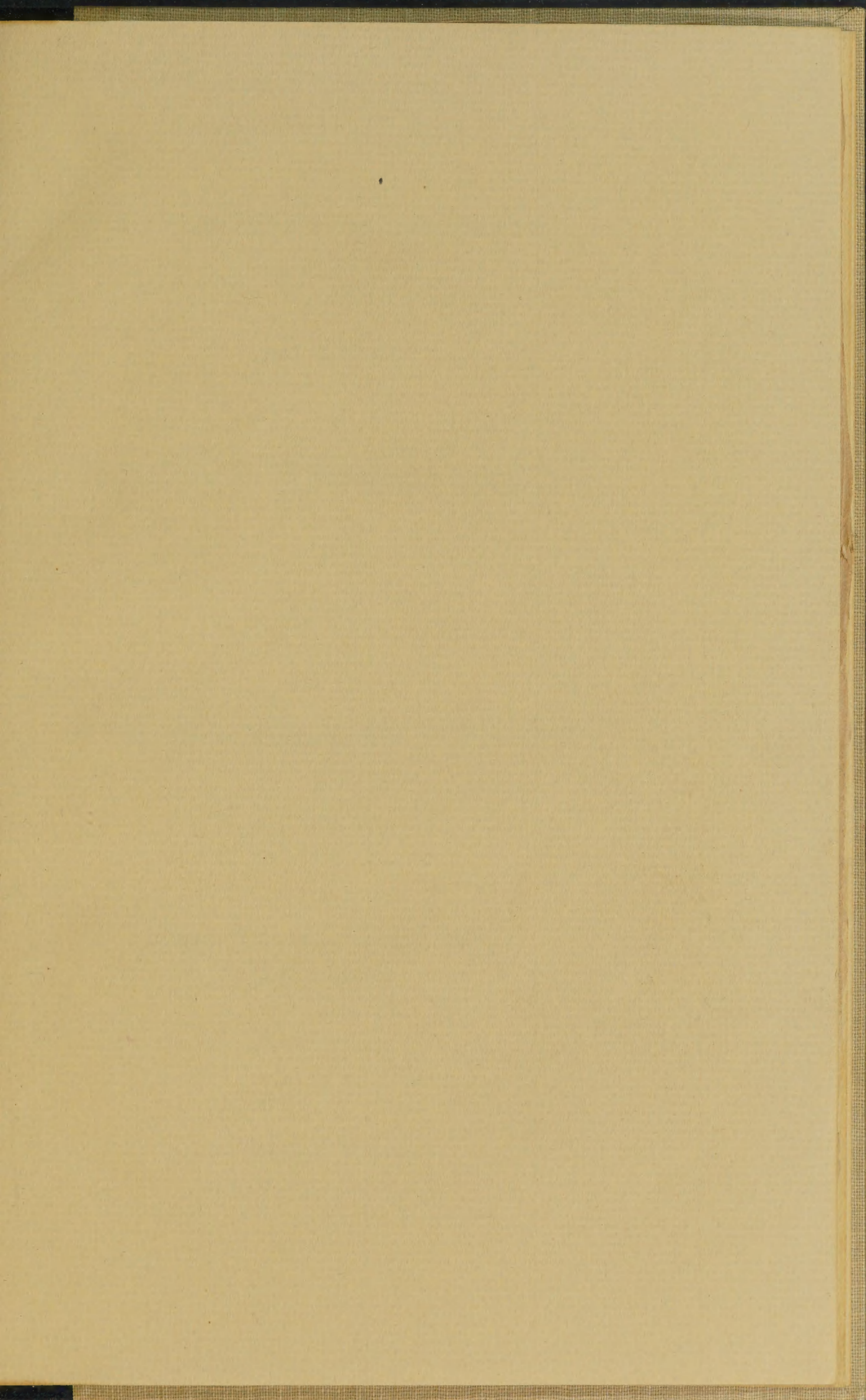














Baltimore. Committee  
on Internal Improvement.



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J. 12

**REPORT AND RESOLUTION**

RELATIVE TO

**INTERNAL IMPROVEMENT;**

AND THE

**SUSQUEHANNA CANAL REPORT.**

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**Adopted January 5th, 1827.**

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**BALTIMORE.**

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1827.



REPORT AND RESOLUTION

OF THE NATIONAL IMPROVEMENT

AND THE

PROGRESS OF THE NATION

459

REPORT OF THE

COMMISSIONERS

OF THE LAND OFFICE

1857



## REPORT AND RESOLUTION

RELATIVE TO

### INTERNAL IMPROVEMENT.

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THE Committee on Internal Improvement, to whom was referred the communication from the Mayor, enclosing a Report of a Committee on the subject of the improvement of the navigation of the river Susquehanna, have had the same under consideration, and beg leave to report—

That while they are fully aware of the necessity of so constructing the Canal as to convey boats of the same dimensions as the Pennsylvania Canal, they dissent from the opinion expressed in said report, that the law should not *merely permit*, but absolutely require, that the dimensions of the Canal therein contemplated, should correspond with those of the Pennsylvania Canal; because it would be expedient to clothe the company with power to narrow the breadth of the Canal when difficult passes are to be encountered. They dissent also from the opinion that the southern section should be commenced within one year from the completion of the northern, under the penalty of forfeiture; but think that the period should be extended to three or five years. In conformity with the other views contained in the report, they submit the following resolutions:—

*Resolved by the Mayor and City Council of Baltimore,* That the Mayor and Presidents of the two Branches be, and they are hereby authorized and re-



quested, to appoint a committee of the citizens of Baltimore to prepare a law to carry into effect the recommendations contained in said report, and proceed therewith to Annapolis to solicit its adoption by the legislature of the state; and also to appoint a committee to repair to Harrisburg, if such law shall have been passed by Maryland, to solicit the assent of Pennsylvania thereto; together with such other legislature provisions on the part of both states, as may be necessary or expedient to carry the law into effect.

*Resolved*, That the Mayor, in conjunction with the Presidents of the two Branches, be authorized to draw upon the Register for such sum or sums, as they may deem necessary for the objects of the preceding resolution.

HUGH McELDERRY,  
J. CUSHING,  
WILLIAM HUBBARD,  
JACOB DEEMS.



## **SUSQUEHANNA CANAL REPORT.**

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**JACOB SMALL, Esq.**

SIR—In conformity with the resolutions adopted by a number of citizens on the twenty-second December, of which you were chairman, the committee named from the various wards in the city at said meeting, have had the subject referred to them under consideration, and after a due deliberation thereon, have adopted at an adjourned meeting, held yesterday, the accompanying Report and Resolutions, which you are respectfully requested to publish in the various newspapers of this city, and submit to a Town Meeting of the citizens for their consideration.

**BY ORDER,**

**WILLIAM MEETEER, Sec'y.**

*Baltimore, January 6, 1827.*

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The Committee appointed by Resolution of a meeting of the Citizens on the 22d ult. met by adjournment at the Council Chamber on the 5th of January 1827, when the following Report and Resolutions were offered by the sub-Committee appointed at the last meeting, which being read and considered, were adopted; and the Chairman and Secretary directed to sign the same.

This Committee, when called to act upon the above mentioned Resolutions, were fully aware of the arduous and delicate nature of the duties devolved upon them. They were aware that they related to subjects about which their fellow citizens entertained various and even contrariant opinions. They were aware that even their power to act might be questioned or denied by some. Yet they did not deem themselves at liberty to decline the call made upon them or to question



its legitimacy. The duties they were called to discharge, related to the advancement of their common city: and to the vital interests of all its citizens, which, however varied they might be, were all seen hanging on the prosperity of the former. These interests they saw jeopardised even to destruction by an impending evil whose consequences present efforts might avert, but over which the future could only waste unavailing regrets. They saw that a crisis had arrived in which there was every reason to fear that in useless contests about details, their fellow-citizens might lose sight of the all important objects to which they related, and might lavish away the short time yet afforded for action in fruitless differences about the modes of effecting a single object. They have therefore cheerfully accorded their time and attention to the dispassionate consideration of the subjects referred to them, conducted with a spirit of conciliation, and they invite an examination with that spirit, of the views they are about to present.

A brief reference to the causes which have elicited the report of this Committee, will serve at once to shew the object and extent of its investigations, and to vindicate the conclusions to which it has been conducted. It is known to our fellow citizens that by an Act of the last General Assembly of Maryland, provision was made for the incorporation of a Company under the name of the Susquehanna and Patapsco Canal Company, and for the purpose of constructing a Canal from the City of Baltimore to York Haven. Since the passage of this Law, it has become more and more manifest that some efforts must be made in the direction of the Susquehanna to secure to our city a participation in the trade of that River, and in the benefits of the Canal projects of Pennsylvania. The conviction of the necessity of such efforts, has naturally led the attention and enterprize of our fellow citizens in search of the precise object necessary to be accomplished, and of the most speedy and efficient yet economical method of accomplishing it. It was soon discovered that the proper and legitimate object of our exertions was a Canal in immediate connexion with, and adaptation to the Pennsylvania State Canal; and that the law of the last Session did not meet and answer this object. It was admitted on all hands, that a change of that law was necessary, with reference to the northern termination of the Canal projected by it, and also to its dimensions. But there were other objections to it about which there has not been the same concurrence of sentiment, and in which



have originated almost irreconcilable differences of opinion amongst our citizens. By some it was alleged that a Canal thus connected and terminating at tide water, would answer all the purposes of a continuous Canal to Baltimore; that the extension of it beyond tide would only occasion an useless and wasteful expenditure of our funds, and was in no degree necessary to secure to us the trade brought to tide—that tide water being therefore the proper limit on the south, and both points of termination of the Canal being thus changed, no sufficient surveys had been made to justify the preference of the Western to the Eastern side for the route of the marginal Canal—and that there were many reasons to justify the belief that the Eastern ought to be preferred. Others contended that nothing but a continuous Canal would accomplish our designs—that a Canal terminating at tide water would there leave us to a disadvantageous competition, and would at least jeopardise a considerable portion of the anticipated benefits of such a Canal—that a continuous Canal being necessary, the depression of the eastern margin of the river at tide water was such as to preclude the conduct of such a Canal from the margin across the intermediate high grounds to Baltimore.

Such was the origin of our recent dissensions in relation to this subject, from which it is obvious that they involved nothing more than a mere difference of opinion, about the proper extent of one and the same object. Yet from an assumption of the fact that no Canal could be conducted to Baltimore from the given northern termination, except along the western margin, these differences of opinion had degenerated into a mere controversy about the relative facilities for the construction of a Canal on this or that side of the river, and to enquiries much more proper for a board of Engineers, locating the route of a Canal between given points, than for those who had not yet decided *what that Canal should be*.

In the course of these, from the total want of surveys, there was only assertion to match assertion, and opinion to oppose opinion, and these opposite opinions begat parties which resulted in presenting as rival projects, a canal from the Pennsylvania state Canal to tide water, and that projected by the law of the last session. Ward meetings were called, and the result of these was to place the resolutions adopted at some of them in direct conflict with those of others. In this state of things, which menaced the overthrow of every project, an assemblage of a number of our fellow-citizens took place for the



purpose of adopting some measures to bring about concert and unity of action between the citizens of Baltimore, who could have but one interest in this respect, however they might differ about the means of promoting it. That meeting saw no more effectual method of producing so desirable a result than that of appointing a committee, whose duty it should be to place definitely before the public, the objects to which our single attention should be directed; to separate all differences of opinion about the methods of effecting the same object from those about the objects themselves; and, as between the different objects, to present to the public consideration such views of the whole subject as would enable it to make a selection or to give a preference. Such is the history of the dissensions which have led to the appointment of this committee, the result of whose enquiries is now offered to their fellow-citizens in a spirit of candour and deference.

The resolutions under which they were appointed direct this committee, **FIRSTLY**, to the general consideration of all the measures necessary to secure by the improvement of the navigation of the Susquehanna, the ascending and descending trade of the country adjacent to that river, and of the trade of the west flowing to or through that channel: And, **SECONDLY**, to the consideration of the proper methods of effecting a co-operation between the States of Maryland and Pennsylvania, in order to the construction of a Canal from the Pennsylvania Canal to tide water as to a specific object calling for instant accomplishment. The enquiries involved in these resolutions, naturally resolve themselves into those which relate to the objects proper to be had in view; and those which relate to the means proper and necessary to accomplish such objects. These are separate enquiries, and the consideration of the objects should precede the consideration of the means. A disregard of this the natural order of the subject, has perhaps led to much of the confusion which exists amongst us.

In considering the objects which our state ought now to have in view in improving the navigation of the Susquehanna by Canals, it must be remembered, that the necessity which now urges us is one of modern and very recent origin. Hitherto the generous rivalry which has existed between the Cities of Baltimore and Philadelphia, for the trade of the Susquehanna country, has been conducted on the part of the latter city by means of land-transportation. In such a contest all other things being equal, this city unquestionably enjoyed a decided superiority. She possessed the descending trade by means of



the River Navigation, which of itself would in many instances have compensated for a considerable difference of distance against her, by forcing the purchaser into her market with those very commodities upon the sale of which he relied for the means of making his purchases. And superadded to this advantage, she enjoyed that incident, to her position as the nearest land market.—Hence the ascending trade, which was carried on with the Susquehanna country by means of the descending trade, and by the exchange or sale of the articles which it brought into our market, was effectually secured, if our market held forth equal or nearly equal inducements to the purchaser. The extent of country whose descending trade was thus secured, may readily be conjectured from the statements of the Report of the Commissioners appointed to locate the Canal from York Haven to Baltimore, who inform us that at the period of making their report, which was completed in the fall of 1823, the article of wheat was worth from twelve and a half to twenty-five cents per bushel more at the head of the Susquehanna than on the lakes Cayuga and Seneca, and the other more western lakes lying adjacent to the Erie Canal, and that from these lakes great quantities of it were usually sent across by land to the Susquehanna, and thence down that river to Baltimore, in preference to transportation along the Erie Canal. This descending trade which sprang into existence within the last thirty-five years, has been regularly on the increase, until at the present moment it wafts into our market annually, produce to the value of more than one million and a half of dollars: and although this increase may be in part owing to the enlargement of the resources of that country, yet it clearly indicates that such has been the natural and most eligible course of such trade.

It was, therefore, often urged with great force, before her recent improvements were projected by the State of Pennsylvania, that if there was any declension of trade from this quarter, the causes of it were not to be found in the relative local positions of this and other cities, or in the relative facilities of carrying on trade with that country, and that they lay deeper. By some they were referred to a want of capital; by others, with great justice to the mercantile establishments in other cities of the union, wholly or partially owned by the manufacturers themselves, which had in a great measure put a stop to all direct importation, except through those establishments; and by others, to various other causes through which it is not now necessary to range. It will suffice to say that other causes



were formerly deemed necessary to account for any such declension of trade. Now, however, our condition has changed, and is daily changing, and when our sister city is put completely in possession of the *new* means by which she designs to secure to herself that trade, the change will be instantaneous and utter. The causes of this foreseen change are so rapid in their operation that foresight alone can check them, and delay for an EXPERIMENTAL knowledge of their effects, will be delay to our destruction.

The Canal projects of the state of Pennsylvania, even in their present state of partial accomplishment, have already placed the city of Philadelphia in point of land transportation, nearer to Pittsburg than we can be by any land route. The Message of the Governor, and the recent Report of the Board of Managers of the Union Canal Company, inform us that at an early period of the ensuing spring, the Union Canal will be completed; and thus the water communication between the Susquehanna and Philadelphia will be entire and perfect.— And the Governor also informs us, that in the course of the ensuing summer the eastern and western sections of the state Canal will probably be completed, and thus there will be an entire water communication, by *Canal, and Lock and Dam* navigation, between the mouth of the Juniata and Philadelphia, and the land transportation between Philadelphia and Pittsburg will be reduced to less than two hundred miles. Nor will these improvements terminate at these points. Their extension up the Juniata river, and across to the western section, so as to effect an entire water communication, between Philadelphia and Pittsburg, is in contemplation, and will certainly be effected to the extent to which it is practicable.

The progress of these works at once alarms us as to the possession of the trade we now enjoy, and incites us to redoubled efforts by presenting new objects for commercial enterprise. We are at once led to fear for what *we have*, and to hope for what *we have not*. These improvements have advanced to such a degree as now to put us upon the simple inquiry—are we willing that Pennsylvania shall be our pioneer to the west? Will we avail ourselves of what she has done for us, in opening between us and the west a route for commercial intercourse? Will we construct a Canal on the line of her Canal? Contest by land transportation must now cease, and if we are longer to carry on a generous rivalry for the trade to which the Susquehanna conducts, we must resort to the same means which are used by her. Baltimore is so advantageous—



ly situated, both with reference to the Susquehanna and the Potomac, that no improvement of the navigation of either can take place without producing highly beneficial results to her commerce, if she will but avail herself of them in due season. Intercommunication with the improvements on both is now demonstrated to be practicable; and her efforts to effect such an intercommunication should be contemporaneous with the execution of such improvements. Others labor for her benefit, if she will but grasp that benefit when it is tendered. If, with a conviction of this, she will but direct her attention to the improvements which have been made and are now making in the State of Pennsylvania, she will see at once, and the State of Maryland must see that *now* is the time to extend our hand if we would reap benefits from them. The superiority of Canal navigation over land transportation, and the ratio of that superiority, are well known, and if we apply that knowledge to the fact that in less than twelve months there will be a continuous canal and lock and dam navigation from the mouth of the Juniata, or a point opposite to it, entirely to the city of Philadelphia, we shall discover that in that short period the distance between these two points, in point of land transportation, will be but fifteen or twenty miles; or, in other words, the cost of transportation between them will not exceed twenty miles of land transportation, at the most moderate calculation.

If the river navigation even presented advantages, yet that trade which found its way to the mouth of the Juniata in Canal boats, or in those adapted to the lock and dam navigation contemplated on the Juniata, would certainly pursue the continuous Canal route, unless the advantages of the river navigation were very decided. Yet both as to this trade, and that which descends in arks or river boats, is there not fearful odds against us between a riskless and still water navigation, which will pass both the ascending and descending trade, and another equally distant, which presents only a descending navigation, requiring trans-shipment at tide, and composed of a precipitous river navigation, and a bay navigation attended with some little risk and delay. In the descending trade, it is probable that that which is commenced in arks, and that which is carried on in bulky articles, will still find its way to tide, yet to the residue the Union Canal route would certainly be the most eligible route. Yet without reference to the descending trade, of which, by the aid of the river, we will always enjoy a considerable portion, what is the effect of such a



contrast in relation to the ascending trade? If we assume the most favourable points on the river, if we take even Columbia, the lowest point at which ascending navigation begins, we shall find that in point of cost of transportation, we shall be at least thirty miles further removed than Philadelphia; and that assuming the mouth of the Juniata as the point of comparison, we shall be fifty or sixty miles further distant than she, upon the most moderate calculation. Nor is it merely with reference to our trade that such a comparison is alarming. Our state and our city may look to it, and tremble for the subtraction of all the profits incident to or flowing from the inspection of the *Tobacco*, *Flour* and *Whiskey*, of the west, which will seek their way to market by the Canals of Pennsylvania or New-York, if a vent be not opened for them by the way of the Chesapeake and Ohio Canal.

It is not necessary for this committee to dilate upon the results of this contrast; they are too gloomy to be dwelt upon, and they press upon us with such weight as to force the conviction that when such advantages are fairly brought into play against us, we must yield the contest and be content to *glean* in the field, whence our sister city has gathered her harvest. We shall be preferred only when her market is not opened by that route; and our precarious reliance will be upon the *consoling reflection*, which some of us have rolled as a *sweet morsel under our tongues*, that her Canal will not be sufficient to vent her trade, and that therefore of necessity a large portion of it must find its way to us. A very little reflection would banish such a consolation, for if it be admitted that her Canal could pass daily three hundred tons or one hundred and fifty wagon loads, which under any circumstance it could do by passing twenty Canal boats per day, it would even then have, as it regards us, an appalling capacity. Yet in truth it will probably pass fifty canal boats per day, or at least seven or eight hundred tons.—When will we grow rich by feeding upon the  *gleanings*  of a trade to which a Canal of such capacity cannot give vent? These considerations are urged upon our fellow citizens for the purpose of convincing them that although they may have for many years past been reminded of the necessity of improving the navigation of the Susquehanna—may have been menaced with all these consequences—and may yet have seen our trade swell and increase from that quarter, they must not infer that it will ever be thus. New causes are now brought to operate on this trade. Pennsylvania is applying to it labor-saving machines, and we must



no longer be content to go forth to the contest with our scrip and our staff, relying with confidence on what we have been. These facts not only shew us the necessity of exertion but also of *immediate exertion*. Those reason fallaciously, who would *now* have us to believe, that if advantages now exist, they will ever exist; and that they will suffice at any time to call back trade from its wonted channels. It is one thing to retain trade which we have been accustomed to enjoy, or to catch trade which is fluctuating, and has as yet no fixed vent, and another and infinitely more difficult task to divert trade from its regular and accustomed channels. With reference to the trade of the Susquehanna country, and that which must find its way to or along it in its course to market, it may be said that it is yet fluctuating and unsettled.—Its resources are not only not developed, but scarcely even opened to view. It will daily more and more acquire a dense and fixed population.—The ever-moving stream of emigration from east to west, which has hitherto rolled along in its current across our western states a transitory population, having no fixed pursuits or permanent habitation, will decrease daily. The same fixedness of pursuits and dislike of a change of residence which is remarked amongst the inhabitants of Europe, will be seen here. The population of this country will become stationary, and its trade will acquire more and more a fixed and unchangeable nature. Now is the very moment of fluctuation with reference to the trade of which we speak.—Now it is ready to pour itself into the lap of any the most inviting market, and its supplicating arms are towards us! But when fixed as against us the experience of all past ages tells us, how great will be the difficulty of diverting it even by superior advantages.

There is scarcely an instance on record of a commercial city, once stripped of its commerce, which has been enabled to re-ascend from its station of inferiority. Their decline, when it once commences, is as rapid as that of the human body towards dissolution, when in a state of decay. To use the expressive language of another, the desert daily advances upon the city, and in such cases the very spirit of pestilence seems to have driven from its streets *the busy hum of industry*.—Wealth is withdrawn—enterprise emigrates, and her resources one by one fail, until at length her commerce gasps its last gasp, and sinks into nothingness, to be remembered only with the things of the past. Such ever has been and ever will be the fate of every commercial city, who in her generous con-



test for trade, loses sight of the doctrine that—"Now is the accepted time"—and who is content to defer to the future what the present demands. Our citizens might smile at such examples as applied to themselves, *yet the smile of confidence and security is too often the characteristic of those who are on the eve of calamity and destruction.*

Our situation, therefore, imperatively calls for instant exertion to connect ourselves with the Pennsylvania Canal.—This is our only legitimate object of pursuit, in that quarter. Every project which falls short of it, should either be abandoned or enlarged to meet such object. The question then arises. *what has already been done in the way of legislation or action to effect it, and what remains to be done?* The necessary answer is—*That ALL remains to be done.* The laws of 1783, of 1821, of 1823 and 1826, relating to the improvement of the Susquehanna, have all fallen short of this object. The law of 1783 related only to a Canal from the line to tide water. That of 1821 merely authorize a small appropriation for its improvement by the city of Baltimore. The law of 1823 died by its own limitation; and the only existing act at all applicable, is the law of 1826, chap. 200, which yet is not equal to the object aimed at. It is very far from the intention of this committee to detract in the least from the merits of those under whose direction the law was passed. It does not meet and answer the present object, because, until very recently, that object was not definitely presented to the public view. All our laws, surveys and improvements prior to the year 1822, were in the direction of the Susquehanna, confined to improvements of the bed navigation or to short Canals around the most difficult and precipitous passages of the river. Canal navigation was only called in aid when the river was in a great degree impracticable, and the improvement of the bed of the river long continued a favorite project. The Resolution of 1822, under which the survey of the Canal from York Haven to Baltimore was made, was the first which abandoned wholly this favorite method of improvement, and directed a survey between given points, for the purpose of making a continuous Canal navigation. This resolution appears to have assumed the fact that a direct Canal between the given points and a Canal to tide, were both practicable, and it therefore directs a survey of both.—From the direction given to make such double survey, it appears to have been the very design of the Legislature to institute a comparison between the two routes. When the survey came to be made under it, it



was very soon discovered that a Canal across the country was impracticable, and that the Canal to Baltimore must pursue the margin of the river to tide. This necessarily occasioned a blending of the two surveys. The Commissioners in making it, advance the opinion that the only practicable route to tide is along the right margin of the river; yet this opinion was predicated merely upon an ocular observation of the eastern margin, and not upon an actual survey of it. Besides, as the Commissioners were not limited to a point on the eastern side of the river as the point of beginning of the survey, it was to be supposed that in beginning at a point on the western side, they would, if possible, avoid the necessity of crossing and recrossing the river, which could only be done by keeping on the western side. In making that survey, the primary object which they acknowledge themselves to have had in view, and which they urged with much zeal and ability, was the completion of a continuous Canal to Baltimore.

On that survey the law of the last session was predicated, and of course conformed to its objects, and not to those which have sprung up within the last year, and which grow out of the improvements of Pennsylvania. It has already been shewn that our present object should be *the construction of a canal in connexion and adaptation to the Pennsylvania State Canal*, and the law referred to will not accomplish that object, for reasons the force of some of which will be admitted by all, nor could it effect them but by the aid of further Legislation on the part of the states both of Maryland and Pennsylvania.— The present termination of the Canal projected by it, is York Haven; whereas its northern limit should be the eastern termination of the Pennsylvania State Canal, which is at or near Middletown and the mouth of the Swatara, and in its adaption to that canal its dimensions should surely correspond with those of said Canal. If it be alleged that the objection as to the northern limit could be removed by Legislation on the part of Pennsylvania, yet the latter objection is not one of that cast, and cannot be thus removed. The Act of 1826, Chap. 200, which incorporates the Susquehanna and Patapsco Canal Company, receives its rights and powers by a general reference to the Act of 1826, Chap. 180, incorporating the Maryland Canal Company, with all whose powers in making and enjoying the latter Canal, the former company is clothed in relation to the Canal for whose construction it was created.— A reference to these Acts, but more especially to the 7th section of the former Act, and the 22d section of the latter, will



show that the only Canal had in contemplation by these Acts, was a Canal forty feet wide at surface and four feet deep, and the specific restrictions of the Acts are ONLY that the dimensions of the Canal shall not fall below this width and depth.— If then it could even be supposed in the face of the implication gathered from the sections referred to, that these dimensions might be transcended by the company incorporated by these Laws, still the objection would hold good; for the Law should not *merely permit*, but absolutely require that they should correspond to those of the Pennsylvania State Canal. The dimensions of the latter are forty-six feet width at surface, and six feet depth, with locks ninety-five feet long and eighteen feet wide; and these are the least possible dimensions which our laws should permit in any Canal which we may construct in connexion with the Pennsylvania Canal. Enlarged as these dimensions are they are not advocated merely because they would adapt our Canal to that of Pennsylvania, but also because the experience of other States, but more especially, the State of New-York, has demonstrated that Canals enjoying them are much better adapted to the purposes of their construction, and are more secure from injury. It may also be here remarked, that the subscription on the part of the State, which seems necessary to give vitality to the company, is expressly postponed until the Board of Public Works shall certify that the Canal projected under the Law is practicable; and it may well be questioned whether, inasmuch as the Legislature had before her all the evidences of its practicability which the Board now have, it did not contemplate a survey or personal examination of the route by the Board, before such a certificate was given.

It is then manifest that whatever differences of opinion may exist as to other points, there can be none as to the propriety and necessity of further Legislation. As further delay and further Legislation are necessary, no objection can be made on this score to the fresh consideration of the whole subject. The whole inquiry as to means is open to us. Yet if even delay, if even abandonment of a project partially executed, were the consequences of fresh Legislation upon the subject, yet such consequences are not to be deprecated if the project abandoned be one not likely to effect our purposes or to elicit support adequate to its accomplishment. In this case, however, there can be no such delay—there can be no such abandonment—for under the Law of 1826, nothing has yet been done, and nothing can properly be done without any amendment of



it. There is but one objection to its abandonment which has even the semblance of force, and that is derived from the clause guaranteeing a subscription on the part of the State. If this were ever admitted to be a benefit secured by that Law, which could not be obtained under any new Law, still it may well be asked, of what avail is such a benefit lying locked up in a dead letter, inoperative statute? The Law incorporating the Susquehanna and Patapsco Canal Company, is not the only one on which our right to the aid of the state rests. It is not even the source of it. It is merely a compliance with a previous pledge contained in the 22nd section of the Act of 1826, Chap. 180, which gave this pledge as a *counterpoise* to the subscriptions to the Chesapeake and Ohio and the Maryland Canal Companies.

The pledge in both acts is, it is true, limited by the strict letter of both acts to the Canal from York Haven, but it is also confined by both to a Canal of the dimensions contemplated and estimated in the report of the Susquehanna Commissioners, viz. to a Canal forty feet wide at the surface, and four feet deep. It was thus limited because the Canal thus described was the only Canal then in contemplation by the State of Maryland, in the direction of the Susquehanna; and it was necessary for the state, to give a pledge of such an appropriation to some definite object in that quarter to ensure the support of all sections of the state to the general system of Internal Improvement, which was adopted at the last session of our Legislature.

If then it be supposed that when a new and more enlarged object, having the very same ends in view which the law of the last session had, superadded to others of much greater importance, and only designed to render the grant of the state more eminently useful, is to be substituted for that which the late law presents to us, the state will shuffle out of her engagements upon a mere quibble, it must then be remembered that the present law and its grants are as completely at her mercy as those of any new project. Under the present law we must ask for a change relative to the dimensions of the Canal—we must change its destination; and if a mere pretext is all that the state wants to evade her most solemn engagements, she can as readily get it in the one case as the other. *If she have good faith towards us*, there is nothing to fear; for she is only asked to transfer her grant so as to make it more efficient in accomplishing the very end for which it was given. *If she have not*, there is no security in any grant that we have,



except in standing upon the law of the last session, without alteration or amendment, nor even in that which, if faithless, she can find a very good pretext for repealing. Similar difficulties have arisen in relation to the promised subscription to the Chesapeake and Ohio Canal Company. The subscription which was designed to be made to that company, upon the obtention of the residue of the money necessary to complete the eastern section, was made dependent upon the estimate of the Board of Engineers, and that estimate is deemed far to transcend the probable cost, and hence a change in the terms of the subscription is necessary. The spirit of both grants requires the desired change in relation to both. The honor of the state demands it. The mutual interests of the different sections, will compel it.

*The naked question*, as to the best method of accomplishing the object above defined, being thus presented to this committee, they are left wholly unembarrassed in the decision of it, except by the conflicting opinions which have prevailed as to the propriety of extending the proposed Canal beyond tide. They have weighed all of these. They have endeavoured to give to all their due weight; and they have found some force in all of them.—Unwedded to any peculiar or favourite opinions which will not admit of surrender, they have looked around for the common points of agreement between the various opinions upon which they have been called to act, in the hope of being enabled to collect from their common features, propositions which would receive common and general support. In doing this, they have carefully avoided all discussions about the relative facilities of this or that side of the river. If this public were fully possessed of the facts upon which an opinion as to these could be formed, it might perhaps be proper to form and express such an opinion; but in the absence of these facts it is proper that it should suspend its judgment and wait for actual surveys. As to this question, there cannot be said to be any surveys which are at all applicable. The survey from York Haven to Baltimore will not apply, for that was but a survey between two points, both of which were on the western side of the river; but the point from which surveys should be made to determine the present question is at or near Middletown, on the eastern side of the river, which renders it absolutely necessary that any location to Baltimore should cross the river, and which, as to a mere Canal to tide, at once gives to the eastern side the advantage which the western side possessed in the York Haven survey, *of exemption from the ne-*



*necessity of crossing the river.* The whole character of the survey, and the considerations involved in it, is therefore changed by this change of the northern limit of the canal, and the York Haven survey is rendered in a great degree inapplicable.

There are, in the opinion of this Committee, a few leading and general truths connected with this subject, to which the mind of every candid person must yield assent as the governing truths of every system which may be proposed and to which this Committee would briefly refer. **FIRSTLY.** No Canal project which may be set on foot to effect this object, can be carried into effect unless by the *heartly* and undivided support of the people of Baltimore. In the subscription made by the state at the last session, she went as far in rendering aid as she may be expected to go for the present. From Pennsylvania some aid may be confidently hoped for. The resources to which we must principally look, are either the public funds of the city, or those of individuals, if individual subscriptions be permitted. Concert and unity of action are therefore essentially necessary, and to produce this every citizen must be content to yield some of his favorite opinions. The city should lie down upon this measure with her whole force, and at this time *mutual concession* alone can bring about such united efforts. Therefore keeping in view the necessity of this concert, it is proper to distinguish between *what is useful or convenient merely*, and *what is necessary*—and to consider not merely physical but also financial impracticabilities. The state of Maryland has as yet enjoyed none of that *saving knowledge* of the beneficial results of the Canal policy with which other states have been blessed. Her efforts in this way have been singularly marked by unsuccessful results. Forty years have elapsed since the first acts were passed for the improvement of the Potomac and Susquehanna, and we are as yet in the *wilderness*, whilst other states that started into existence long since, have already reached the land of promise. It would be better for the cause of internal improvement if no efforts towards it had ever heretofore been made in our state. They have been such, that but for the bright examples furnished in the labors of other states, we should perhaps have turned back in disgust from the whole. It is therefore necessary to have an eye to this state of things, and not to present to the incredulity which it has begotten, any project of doubtful utility, or in any degree extended beyond what is confessed on all hands to be necessary, absolutely necessary.



This state of things does not require that *niggardly economy* should be observed in constructing works absolutely necessary; but only that wherever conflicting opinions exist as to the necessity or immediate utility of any portion of the work, there we should suspend our operations and limit them to those which are admitted on all hands to be necessary, still reserving to ourselves the power of executing hereafter what is now of doubtful utility. **SECONDLY.** In the consideration of any such canal projects, we must always bear it in mind that none of these can be effected without the aid and co-operation of Pennsylvania, and, that as *they* must be submitted to its legislature, however illiberal *we* might be disposed to be, yet they must be always characterized by an enlarged and liberal policy in the course pursued towards that state. No system of *exclusion*, even if practicable, would be permitted. Pennsylvania will demand that those who pass along such canal shall be free at tide to choose what market they may please. No notion can be more unsatisfactory and unfounded than that which supposes that it would be permitted to us to construct a canal to the very heart of Pennsylvania, which would shut up the trade that might flow into it, exclude it from tide water and the choice of market which might then present itself, and necessarily force it into our market by exclusion from all others. Such a policy would not be tolerated, and would be, in the highest degree illiberal and prejudicial to ourselves. A reference to the seventh general report of the President and Directors of the Chesapeake and Delaware Canal Company, page 17, will show the prevailing sentiment of the people of that state. But it is not necessary to dwell upon these evidences of sentiment, of which we have the best possible evidence in the past legislation of that state, as well as of our own state. The York-Haven canal law of 1826, provided for an inter-communication between the canal and the river by lock, at three given points, one of which was, between the head of tide and Havre de Grace. Yet even this was not explicit enough, for the Legislature of Pennsylvania, in its act of 1826, chap. 75, giving the assent of that state to the former law, has expressly provided for such inter-communication at the most eligible point between the head of tide and Havre de Grace, at or near the mouth of *Conestoga* and at or near the town of *Columbia*; and has also provided: *That it shall be made by navigable Lateral Canals and Locks of the same dimensions, as the main Canal and its Locks, and that no greater tolls shall be charged on boats going to tide, than upon boats going along the Canal entirely to Baltimore.*



These communications and this equality of tolls must, therefore, be secured by any act which we should pass, or which Pennsylvania will pass, and must be made unless as to the two first, viz. that opposite to Columbia, and that opposite the mouth of Conestoga. The necessity is obviated by a canal passing down along the eastern margin of the river, which will admit of a direct communication with the town of Columbia, and the Lock and Dam Navigation of the Conestoga. Our own interests will of course impel us to a connexion with the latter, which conducts us to the city of Lancaster, and which opens to us a way to the trade of the wealthiest county in Pennsylvania, of itself sufficient to supply a canal.

The application of these general considerations will, it is believed, at once direct us to the canal from tide *as to us the only object of pressing exigency*. It is directly on the route of the canal to Baltimore, which all admit, must be a *marginal canal* as far as tide. To that point, therefore, the opinions and wishes of all agree, and, therefore, the committee, acting upon the principle before illustrated, of separating the useful from the necessary, would recommend **THE CANAL TO TIDE** from the Pennsylvania Canal as the only proper object for our immediate execution. It is believed to be a work which will effect our present purposes which will prevent the diversion of our trade—which will not clash with the proposition to extend to Baltimore—and which is at present adapted to our **FINANCIAL ABILITIES**.

A contrast of such a canal with either the Union Canal or the Chesapeake and Delaware Canal, will furnish no cause for present alarm. This Committee have reason to believe that the time is not far distant, when all these vents of trade will be amply supplied, and they will all form parts of one harmonious system of inland navigation. Nor in drawing this contrast would they wish to give countenance to an unfounded and illiberal jealousy of a sister city.—The rivalry for trade when conducted on liberal principles, is a generous rivalry, in which each seeks only to avail itself of its natural or proper advantages and one which never enjoys an advantage properly obtained. It is such rivalry which has induced us to open the trade of our Bay to Philadelphia, by the route of the Chesapeake and Delaware Canal, and which has actuated Pennsylvania, on the other hand, in assenting to the York Haven Canal Law. The narrow limits of a report will not permit this committee to present an extended contrast, nor is it necessary in relation to a public, whose sagacity must have already perceived its striking results.



The point of divergency between our proposed Canal and the Union Canal, would be at the eastern termination of the Pennsylvania State Canal.—The distance from this point to Philadelphia, by the Union Canal and Schuylkill Lock and Dam Navigation, is about one hundred and twenty-seven miles. The distance from the same point to Baltimore would be about one hundred and fifteen or one hundred and twenty miles. The former route is a toll navigation throughout—the latter is a free navigation for more than half the route. The former is open by a Canal only thirty-six feet wide and four feet deep, having locks seventy-five feet long and eight and a half feet wide—The latter by a Canal and Locks of the same dimensions as those of Pennsylvania State Canal, viz: forty-six feet wide, and six feet deep, with locks ninety-five by eighteen feet. The average delay on the former cannot be less than three days, certainly not less than sixty hours—The average delay on the latter cannot exceed this, but will most probably fall below it.—And if it be alleged that as between the Union Canal route and that to our city, the trans-shipment at tide will necessarily, be a weighty objection to the route to our city, it must be remembered that the objection will apply with nearly equal force as to the Union Canal; inasmuch as, in consequence of its contracted dimensions, the Canal boats which are adapted to the State Canal cannot be received into the Union Canal. To these must also be added the weighty consideration of possession of a considerable portion of the descending trade by means of the river navigation, which enhances our advantages in a very high degree.

Yet it is not in relation to the effects of the Union Canal, that our principal apprehensions have been excited. They have existed principally in relation to the Chesapeake and Delaware Canal, the construction of which, was not only authorized but even fostered and patronized by our own state, and from which it surely could not have expected any very deleterious effects upon our commerce. Avoiding the task of arbitrating between different opinions, wherever their duties have not imposed it, this committee will not undertake to draw conclusions from, or to pronounce conclusive opinions upon, any contrast upon the routes from the head of tide to Baltimore and Philadelphia. They will content themselves with merely passing in review their prominent features and presenting in rapid detail their relative facilities. If these furnish any cause of apprehension, it must be a mere apprehension of possible consequences, and not a serious ap-



prehension, that in the existing state of things, the canal to tide would be, a mere provider of commerce for it, to the exclusion of our bay navigation.

In this contrast, the route to Philadelphia gives us a distance of upwards of one hundred miles—that to Baltimore of sixty or sixty-five. The former a toll navigation, on which the tolls will probably fall, very little short of the whole cost of transportation to Baltimore, although such toll navigation makes but a small part of the whole route to Philadelphia—The latter a thorough free navigation—The former, a navigation compounded of bay, river and canal navigation, which presents, in the route to Turkey Point, situate at the mouth of Elk river, and at least ten miles or twelve miles below the head of tide, equal if not greater difficulties than those presenting themselves on the correspondent distance on the route to Baltimore—thence a narrow and contracted river navigation of fourteen miles up the Elk river, up which vessels would beat with difficulty—thence a canal navigation by the route of Back Creek to the *debouche* of the Chesapeake and Delaware Canal on the Delaware river and thence up that river, a river navigation to Philadelphia of about fifty miles and upwards, from the entrance of the Canal, which is nearly opposite Fort Delaware, of itself nearly equal in extent to the whole route to Baltimore, and subject to the influence of very high tides. The latter, compounded of bay and river navigation, which presents for the first ten or twelve miles difficulties alike and not greater than those for the same distance on the other route—thence a bay navigation of thirty six or seven miles to the mouth of the Patapsco from Spesuite Island, with the character of which we are familiar—and thence a river navigation up the Patapsco of fifteen miles, along which it is believed that vessels can at all times beat up to our city. The relative delay on the two routes may be easily inferred from the above statements, and the comparison in this respect must certainly be very much in our favour.

What has been said will suffice to put our citizens upon inquiry as to the justness of any apprehensions from such a competition, and if they will extend their investigations beyond the mere hints furnished above, they will perhaps find that we shall have cause to tremble for nothing but our own supineness; and the inducements which our market holds forth, if we even regard the bay navigation as one more under the influence and control of the winds and waves. At this moment, although there is no regular and constant commercial inter-



course between the head of tide and our city, and notwithstanding all the difficulties and delays alleged to be incident to our bay navigation, it is well known that the average cost of transporting a barrel of flour from Port Deposit to Baltimore does not exceed five or six cents per barrel; and that it has been carried even for four cents per barrel. But if we look forward to what must be the natural and necessary consequence of the construction of a canal to tide, and of a regular and constant flow of trade to that point, we may very reasonably anticipate a reduction of this average cost to two or three cents per barrel, and so in proportion in relation to other articles. Our bay and river are adapted to steam navigation, and as surely as causes produce their necessary effects, we may confidently look forward to the establishment of regular lines of steam-boats plying constantly between this place and the head of tide, which will place us in point of cost of transportation, nearer to the head of tide than the western part of our city is to the eastern—Imagination itself cannot portray the probable results.

This Committee will not say, that the extension of the Canal from tide to Baltimore will not greatly enhance the benefits of the Canal to tide; yet they are of opinion that in the existing state of things, a Canal to tide will effect much, and will at least enable us, if not found sufficient, to extend it to our city. They have reason to believe, that for the present, we should be enabled to maintain a respectable competition for the trade by a Canal to tide, and that the very results of such a Canal would strengthen our ability to extend it. It has often been said, that *all is lost or endangered by grasping at too much: and that the true method of effecting much is to attempt to grasp but little at a time*:—This maxim is more particularly just as applied to works of the first impression, in which much opposition is to be encountered that denies or underates *even their general utility*. We are at present in a situation, which requires that each of us should sacrifice some of our prepossessions and favorite notions upon the altar of public harmony and unity of action: and if we approach this question, stripped of those we shall see that the opinions and wishes of each may be gratified by one and the same proposition.

All will agree that the extension of the Canal beyond tide to Baltimore, preserving the enlarged dimensions of the Canal above, will be attended with an expense of one million two hundred thousand dollars, or certainly not less than one million of dollars. The aqueducts, the aggregate length of



which, is two thousand eight hundred yards, and the deep cuttings will render it costly—All will admit that this would at present be an expenditure which, although highly approved of by some of our citizens, would yet be regarded by others as of doubtful utility, and by others as an idle and lavish expenditure. In this conflict of opinion, into which the committee do not deem it necessary to cast themselves, they have acted upon the principle of separating that which is of doubtful, or problematical, or disputed utility, and that which is merely *useful and convenient*, from that which is necessary; and hence they have deemed it proper to recommend the separation of the two works—the canal to tide, and the extension of said Canal to Baltimore *in point of time of execution only*. The Canal from tide to Baltimore they would not reject, but only postpone to that to tide; and until that to tide has demonstrated the utility of the former and has favorably disposed us as a people to the adoption of the Canal policy. Still this committee deem it important to recommend that no step shall be taken which will not admit of an extension of the proposed Canal even to Baltimore, if that should be found necessary; and that our city be constantly kept in view as the proper limit of our efforts. All will admit that wherever there is a possible or a probable evil, there should be a possible or a probable remedy; and therefore, even those who are most opposed to the extension beyond tide, will admit of this extension. If so, surely the opinions of those who hold the Canal from tide necessary, are entitled to much respect; and should surely induce us to anticipate such necessity as a possible, if not a probable result; and hence the same degree of respect which each claims for his own opinions should be so far accorded to those of others as to induce him to place himself in such a condition, as will enable him to meet the consequences to which all point, if this be practicable. Fortunately this is one of those cases in which this is practicable. There are certain common points of agreement upon which we can base all our present operations and there are points of difference to each of which we can pay due respect by deferring the decision of them to a period at which such light will have been shed upon the subject, as to dispel all these differences.

This Committee have now brought their investigations to a close; and in offering them to their fellow citizens, they can at least claim for them with some degree of confidence, the observance of candor and equity in the consideration of the subjects referred to them. Their duty was delicate, and a



generous public will readily appreciate its difficulties. In performing it, their investigations have necessarily been very extended, because they related to a subject upon which it was more difficult in justice to it *to say little than to say much*. They were rejoiced to find that the public mind was awakened upon this subject; and that the cry had become general, *Give us but light. It is but the first step which costs*; and an evil or grievance is more than half redressed when it is perceived. Fortunately for us, we have awakened ere it was too late. We have yet time to turn back from the course of inaction in which we have languished—We have yet the energy, and we have yet the means by which that energy can be made operative. Roads and Canals will not of themselves enrich us. They are useless instruments in the hands of a supine people. Yet energy, and the means of exerting it, mutually operate upon and increase each other. Each feeds upon and is fed by the other; and when such a conjunction of energy and means takes place with reference to ourselves, they will be followed by results which *would outstrip even prediction*. The blessings of a bountiful Providence have been showered upon us: and ingrate indolence alone can lose them. The past reprimands—the present directs and admonishes—and the future menaces us.

In effectuation of these their views, this committee would therefore recommend the following propositions to the consideration of their fellow citizens:—

They propose and recommend—That a Company shall be incorporated to be styled: *The Pennsylvania and Maryland Canal Company*; and for the purpose of constructing a Canal from the eastern termination of the Pennsylvania State Canal, to the head of tide in the Susquehanna River, and from said Canal to the City of Baltimore. That the proposed Canal shall be divided into two sections, the first to be called the *Northern Section*, and to begin at the eastern termination of the Pennsylvania State Canal, and to terminate at the head of tide; and the second to be called the *Southern Section*, and to begin in connexion with said Northern Section and to terminate at or within the City of Baltimore. That in the Acts incorporating said Company, provision be made for the appointment of an equal number of Commissioners on the part of each of the States of Pennsylvania, and Maryland, not less than five on the part of each state, who shall be empowered to locate the route of said Canal to tide, and also to take subscriptions of stock to said Company in their respective states.

That in said acts, provision be also made for surveys under the direction of said Commissioners of all the practicable routes for said Northern Section, but that in the location of said section, the said Commissioners shall by said acts be restricted to some route for the same which will admit of the possible construction of a Canal to Baltimore in connexion with said Northern Section; and that as between several routes for said Northern Section, all admitting of the possible construction of such a Canal in connexion they shall also be restricted by said acts to that route which will present the greatest facilities in the descent to tide, and along which said Canal can be conducted at the least expense. That the Northern Section shall be commenced within two, and completed within five years after the passage of said acts, otherwise the said act shall be null and void. And that the Northern Section shall be completed by the Company before the Southern Section is commenced. That the Southern Section shall be commenced within one year after the completion of the Northern and shall be completed within four years thereafter, or otherwise, the State may make such Southern Section herself, or may grant the privilege of making the same to any other Company. That the capital stock of said Company shall be two million five hundred thousand dollars, and that so soon as eight hundred thousand dollars of such sum shall have been subscribed, the said Company shall be incorporated, and shall be invested with all the powers necessary to the construction of said Canal. That the State of Maryland be requested to subscribe five hundred thousand dollars of the stock of said Company, upon the condition that the aggregate of the sum subscribed by others and said sum of five hundred thousand dollars, be equal to the estimate of the cost of said Northern Section, as made by the Engineer or Engineers locating the same under the direction of the Commissioners; and that the Governor of the State, to whom proof is made of the subscription of the residue of such sum by other persons, and to whom such estimates are certified by the Engineer or Engineers thus making such estimate, shall thereupon direct the treasurer of the Western Shore to subscribe said sum of five hundred thousand dollars. That the State of Pennsylvania be requested to subscribe five hundred thousand dollars, in order to the construction of the Northern Section of the Canal; upon the condition that such a subscription be considered solely as a subscription towards the construction of said section, and that no part of the same or the proceeds thereof be applied to



the construction of the Southern Section without her express assent: and that the tolls arising from said Northern Section be a pledged fund for the payment to her of such portion of the nett profits arising from said Section as her said subscription may be of the whole cost of said section. That the Corporation of the City of Baltimore be requested to subscribe five hundred thousand dollars to said Company.

To carry these their Recommendations into effect, this Committee beg leave to submit to their fellow citizens the following Resolutions:—

*Resolved*, That the Mayor be and he is hereby requested to lay a copy of the Report of this Committee before the City Council, in order to their co-operation in carrying its recommendations into effect.

*Resolved Further*, That the Mayor and City Council be, and they are hereby requested, to appoint a Committee, whose duty it shall be to prepare a law to carry into effect the above recommendations, and to submit the same to the Legislature of Maryland.

*Resolved Further*, That the Mayor and City Council be, and they are also hereby requested, to appoint a Committee whose duty it shall be, when any such Law has been passed by the Legislature of Maryland, to repair to Harrisburg and to solicit the assent of the Legislature of Pennsylvania to such Law—and the subscription requested on the part of said state, the appointment of Commissioners on her part to take the stock of said Company and locate said Canal—and in general, the adoption of all such measures as may be necessary to carry such Law into effect.

P. E. THOMAS, *Chairman*.

Attest—W. MEETEER, Sec.



In compliance with the above request, the citizens of Baltimore are invited to attend a public meeting, to be held at the Exchange, on Thursday next, the 11th of January, at ten o'clock, A. M. in order to take the above subject into consideration.

JACOB SMALL, *Chairman*.

## THE TOWN MEETING.

In pursuance of the invitation of the Mayor of the city, the citizens assembled at the Exchange on Thursday, the 11th January, at ten o'clock, A. M. in order to take into consideration the Report and Resolutions of the Committee appointed by a resolution of the meeting of the citizens on the 22d December last; Jacob Small, esq. was called to the Chair, and Wm. Frick, esq. appointed Secretary, when the said Report and Resolutions were submitted to the meeting, and were *unanimously adopted*.

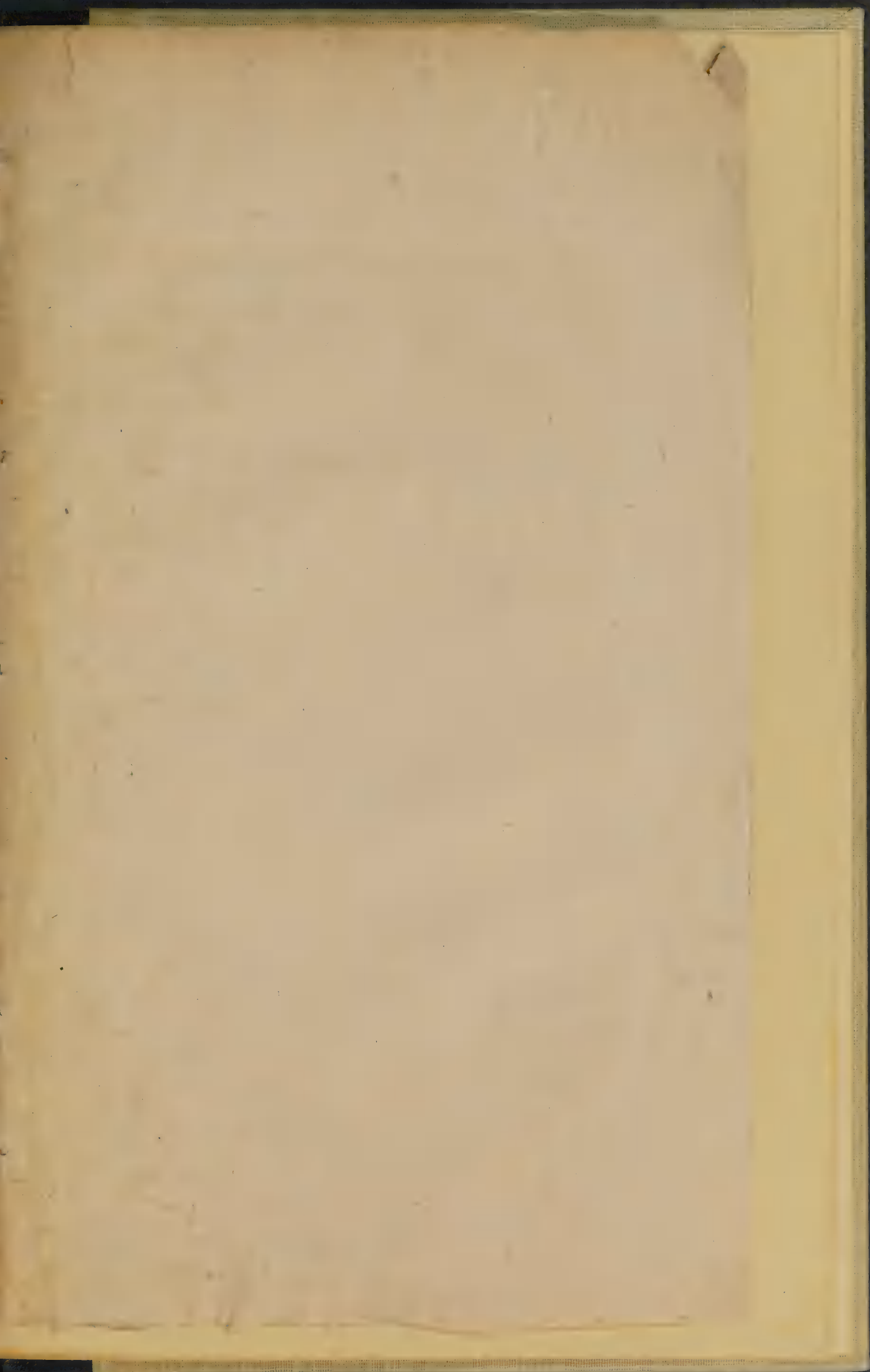
It was moved and carried unanimously, that the thanks of the meeting be presented to the Committee for the able and satisfactory report presented. The meeting then adjourned.

JACOB SMALL, *Chairman*.

WM. FRICK, *Secretary*.





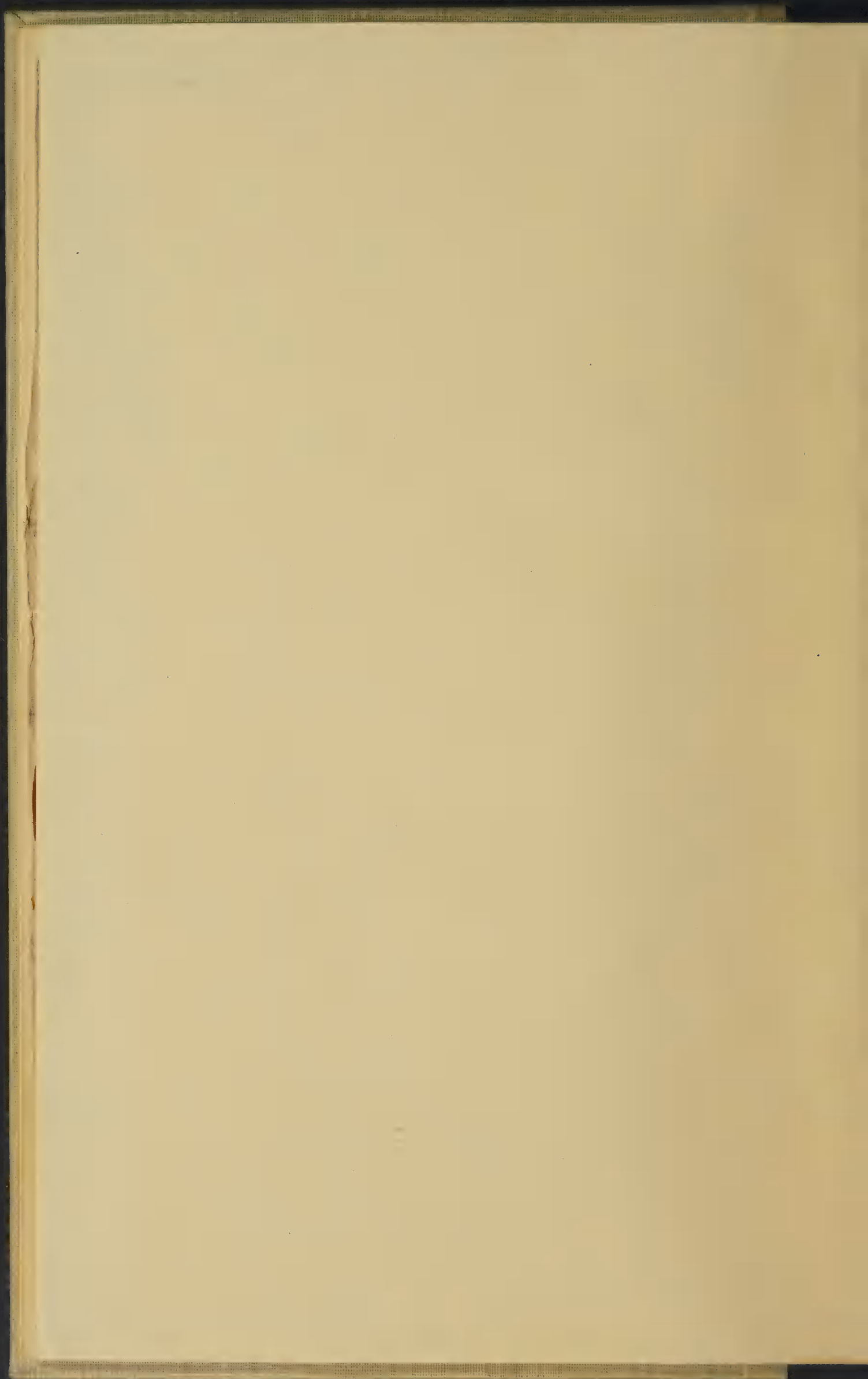


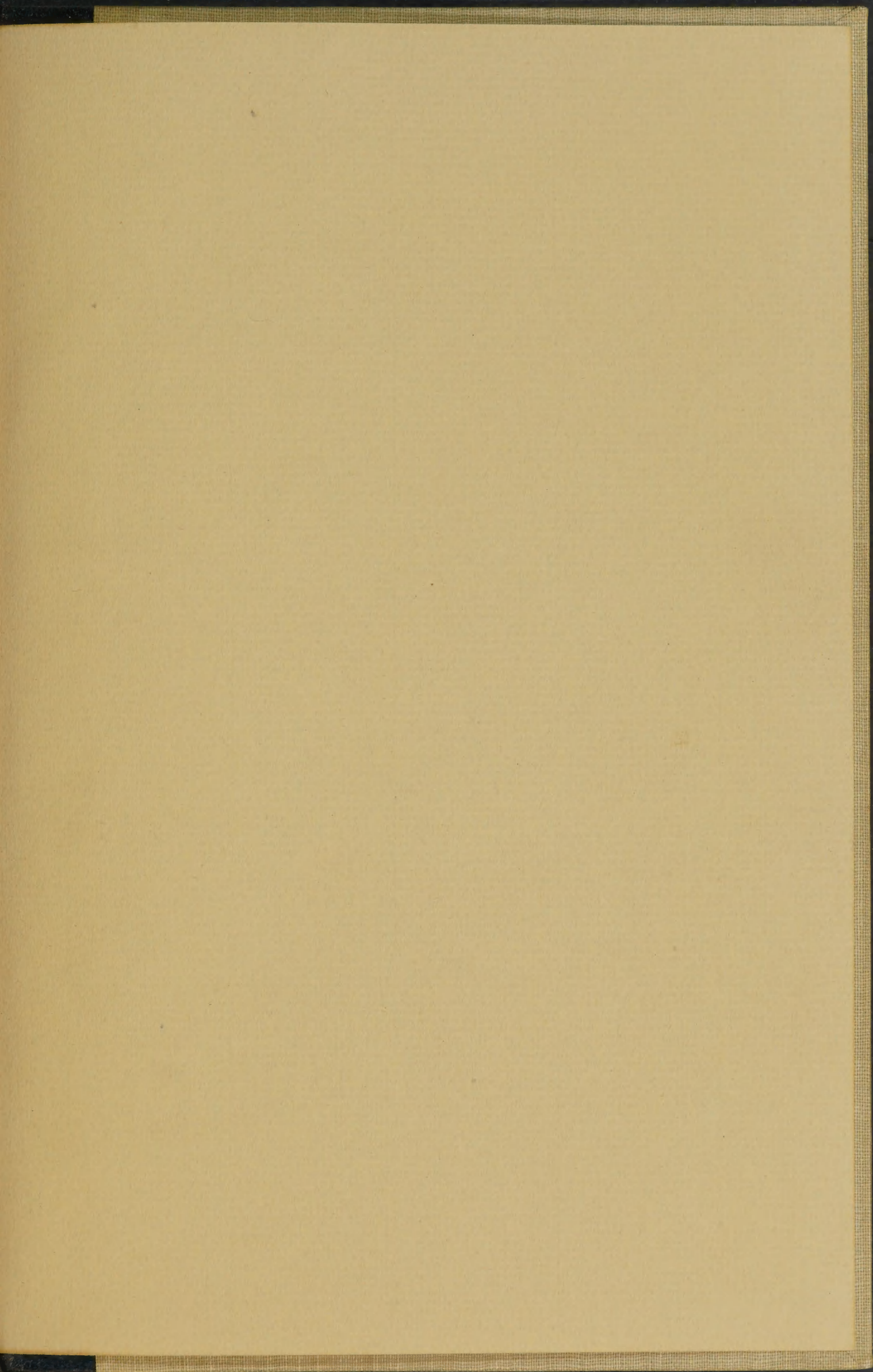


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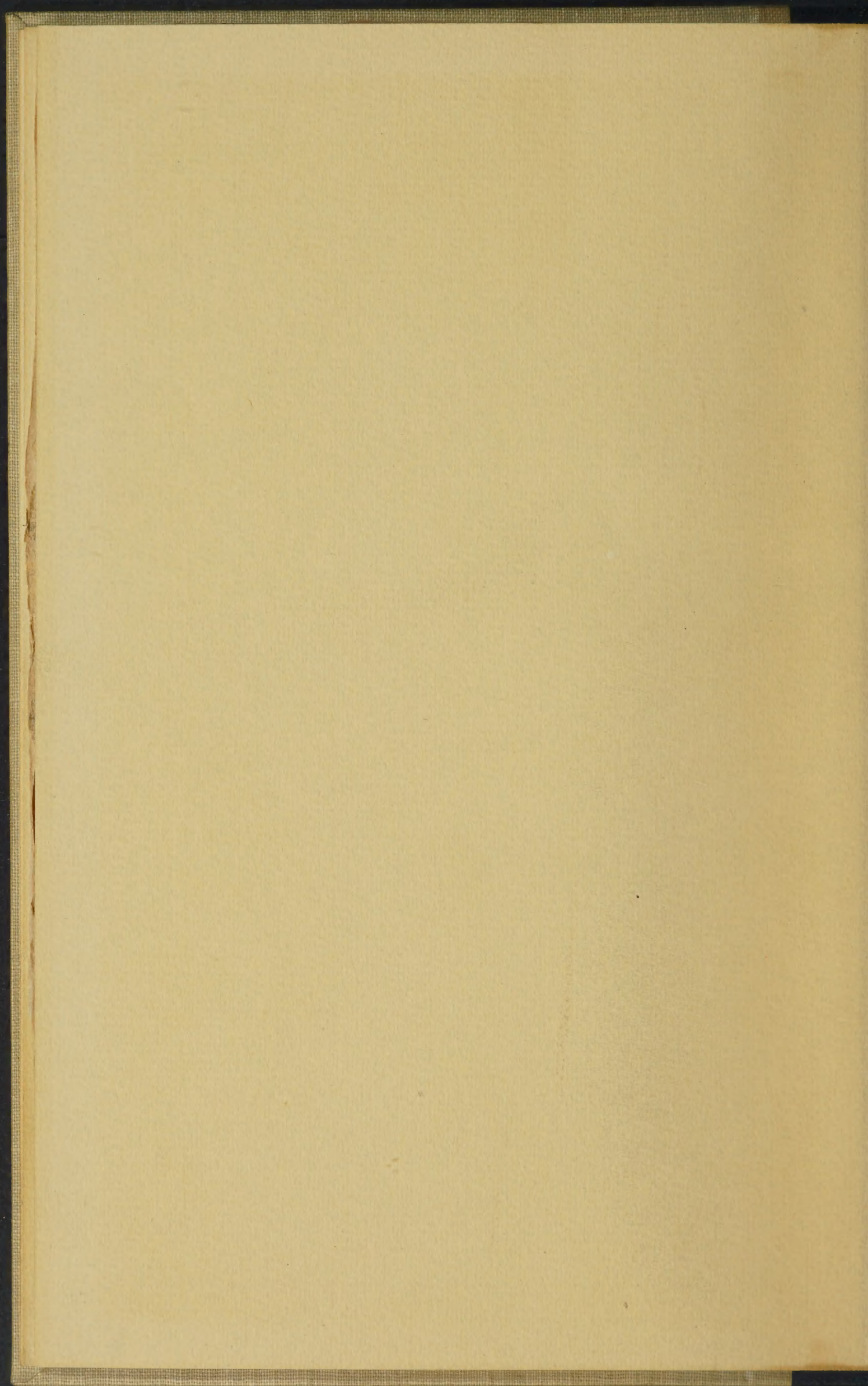














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